



City of Seattle

Gregory J. Nickels, Mayor

Department of Design, Construction and Land Use

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

Application Number: 2105392

Applicant Name: King County Department of Transportation - Transit Division

Address of Proposal: 1333 Airport Way South

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of an expansion to a Transit Vehicle Base (Atlantic/Central Transit Base). The project includes construction of a new body and paint building, tire shop, and a pedestrian shelter on 6th Ave. S. Also included are additions to three existing buildings and the creation of 185 new bus parking spaces. Environmental documents prepared by King County Metro.

The following approvals are required:

SEPA - To approve condition or deny pursuant to Seattle's SEPA policies.

Seattle Municipal Code Chapter 25.05 (DNS prepared by King County Metro)

Administrative Conditional Use - To allow expansion of a transit base in an IG2 zone.

Seattle Municipal Code Chapter 23.50.014

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions*

☐ DNS involving non-exempt grading or demolition, or
another agency with jurisdiction.

*Environmental Documents and SEPA Threshold Decision prepared by Metro King County.
DCLU will do SEPA conditioning.

SUMMARY OF PROPOSED ACTION

Applicant King County Department of Transportation – Transit Division proposes to expand the operating capacity of an existing transit base, Atlantic/Central Operating Base Complex. The last expansion took place in 1992. The existing 22-acre complex has current capacity to accommodate operations, maintenance, and storage for approximately 370 buses. Metro's Operating Facilities Strategic Plan identifies the need to increase capacity of the complex to accommodate up to 185 additional buses for a total capacity of approximately 555 buses. This expansion would support existing and planned increases in transit service within the City of Seattle and other routes between Seattle and nearby jurisdictions. Part of the expansion includes construction of a new parking garage to accommodate the employee parking needs of both the Atlantic/Central Base Complex and the adjacent existing Ryerson Transit Operating Base.

Also proposed as part of the Atlantic/Central Base Expansion is the vacation of the remaining portion of South Atlantic Street east of Sixth Avenue South. South Atlantic Street originally connected Sixth Avenue South and Airport Way. Previous Atlantic Street vacations, in 1964, 1985 and 1987, have reduced Atlantic Street to a cul-de-sac east of Sixth Avenue South. Preliminary City Council approval of the vacation action has been obtained.

This proposal is one of three Master Use Permit applications to expand the base. It covers the construction on the east side of Sixth Avenue South and the vacation of South Atlantic Street, described above. The buildings include the remodeled and expanded maintenance buildings, expanded wash building, new and remodeled operations buildings, additions to the fuel and wash buildings, new Tire Shop and Body and Paint Building, and expanded bus parking.

Also proposed as part of this MUP are all the right-of-way improvements associated with the project, including Sixth Avenue South improvements and minor supporting right-of-way improvements on South Royal Brougham Way, Airport Way South and South Massachusetts Street. Additional on-street bus layover capacity adjacent to the base is also part of the right-of-way improvements.

BACKGROUND

Site and Vicinity

The proposed Atlantic/Central Base Expansion Project is located in the North Duwamish Industrial District south of downtown Seattle between the E-3 Busway (east of and parallel to 4th Avenue South) and Airport Way South and between South Royal Brougham Way and South Massachusetts Street. The project extends from the southern boundary of the WSDOT SR- 519 right-of-way at Royal Brougham Way on the north, to the southern edge of King County Metro's existing trolley electrical warehouse on the west side of Sixth Avenue South, and to South Massachusetts Street on the east side of Sixth Avenue South. Project street addresses are 1333 Airport Way South and 1505 Sixth Avenue South.

A Sound Transit light rail system station, Royal Brougham Station, is proposed 130 feet south of Royal Brougham Way and adjacent to the E-3 Busway and to Ryerson Transit Base.

The Atlantic/Central Operations base has been in operation since 1941. The Atlantic Operations Base supports electric trolley service within the City of Seattle. The Central Operations Base, which was expanded in 1990, supports a fleet of diesel buses that provide service within the City of Seattle and between the City and surrounding jurisdictions. Central Base also dispatches Night Owl (all night) service. These operating bases are adjacent to each other and are referred to as the Atlantic/Central Transit Base.

Properties acquired by Metro as part of this expansion include sites along both sides of Sixth Avenue South. These properties are listed in the SEPA checklist. The area east of Sixth Avenue South lies south of South Royal Brougham Way and west of the existing base. Within the area acquired by Metro, about 25 tenants leased space for industrial activities involving shipping and receiving (about 14 tenants are located on the east side of Sixth Avenue South). The expansion will displace about 210 employees from existing businesses. Metro will be increasing its workforce by approximately 800 employees when this expansion is complete. Most businesses have already relocated with the assistance of Metro's Relocation Plan.

Proposal

The Atlantic/Central Transit Base Expansion Project, east side, includes construction of the following elements:

1. Approximately 185 additional bus parking spaces within the Atlantic/Central Base complex.
2. A new tire shop and body repair and paint shops.
3. Additional interior specialty bays (steam clean, etc.).
4. New operations (driver) building.
5. Remodeling and expansion of existing maintenance buildings to accommodate maintenance bays and electronics repairs.
6. Remodeling of existing building for non-revenue vehicle maintenance support and facilities maintenance.
7. Remodel of existing operations building.
8. Additional bus layover capacity at the base complex and on-street adjacent to the base complex as needed (principally for P.M. peak period in-service coach staging).
9. Additional fuel and wash-lane for buses.
10. Four new maintenance bays in a southern extension of the existing maintenance building (pits or hoist bays).
11. Right-of-way improvements including upgrading of Sixth Avenue South and minor supporting improvements on South Royal Brougham Way, Airport Way South and South Massachusetts Street.

Landscaping

All the right-of-way improvements for the project are included in this project. The proposed landscaping provides new street trees or preserves existing street trees and also provides view-

obscuring screening as required in industrial areas. New street trees will be provided along Sixth Avenue South. On Royal Brougham Way South, Airport Way South, and South Massachusetts Street, existing trees will be protected and preserved, and new trees will be provided in place of missing trees. In addition, view-obscuring screening will be provided along Airport Way South and Royal Brougham Way South.

Schedule

In addition to the three MUP applications, Metro plans to submit subsequent building permit applications from 2002 through 2006 to obtain City of Seattle approval to build the expansion. Demolition began January 2003 under a separate permit. Construction of the parking garage component of the project would begin in summer 2003 and be completed in spring 2004. Construction of remaining components of the expansion is anticipated to begin in early 2003 with completion in late 2007.

Public Comment

No public comment was received during the public comment period for this application.

ANALYSIS - ADMINISTRATIVE CONDITIONAL USE

King County Metro is applying for an Administrative Conditional Use Permit as required by Section 23.50.014 of the Seattle Municipal Code, which states that transit bases are allowed in the IG2 zone if certain criteria are met.

Analysis of the proposal pursuant to the criteria found in SMC 23.50.014.A and B follows each applicable criteria below:

1. *The use shall be determined not to be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.*

This application is to expand the Atlantic/Central Transit Base, which has been in continual use since 1941. Use of the Base for maintenance, storage and dispatching of transit vehicles has not proved to be materially detrimental to the surrounding industrially and commercially used properties. In preparation for the proposed expansion, King County Metro prepared a SEPA environmental checklist. No significant environmental impacts associated with project-related activities are expected to occur as a result of the expansion.

2. *The benefits to the public that would be provided by the use shall outweigh the negative impacts of the use.*

Public transit is an essential part of ensuring the viability of the regional and city transportation system. The bus base expansion will contribute to the public well-being by providing the necessary support facilities for an increase in transit service. Transit supports many transportation goals, objectives and policies. The environmental analysis prepared for the project did not identify any significant adverse environmental impacts. Some increase in traffic, both of buses and of employee vehicles would be expected to result from the proposed project.

This added traffic is, however, outweighed by the positive traffic impact on traffic in the area of the increased transit service to be facilitated by the project.

3. *Landscaping and screening, vehicular access controls and other measures shall insure the compatibility of the use with the surrounding area and mitigate adverse impacts.*

Landscaping and screening requirements for IG2 zones are virtually non-existent in the Seattle Land Use Code. Street trees are required along Airport Way South and Royal South Brougham Way, as special landscaped streets in industrial zones. The two proposal sites on which this Atlantic/Central Base expansion project is taking place are large. The uses proposed are also large. On one side, a multi-story parking garage is proposed. On the other side, an expanded bus parking/staging area and several buildings are proposed. The scale of both the parking garage and the transit base to the east which it serves requires some element of street improvement and landscaping beyond that normally required in industrial zones. Sidewalks and street trees better fit the character of the street necessary for a project of this intensity and of urban, rather than industrial, character. Also, the long expanses of fence lines, nearly full blocks in places and hundreds of feet in many others calls for a landscape buffer where feasible. In addition, the bus parking/staging areas should be fenced with view obscuring fences to lessen the negative view impacts into the compound from surrounding streets. For the foregoing reasons, the following elements of landscaping and screening conditioning will be imposed:

- A. Curbs, sidewalks and street trees will be established to City of Seattle Standards along all street facing frontages of the project site;
- B. A three-foot landscaped buffer shall be created immediately outside of the Atlantic/Central Bus Base fence line and within the ROW along South Royal Brougham from Airport Way to 6th Avenue South and along 6th Avenue South from Royal Brougham to the vacated Atlantic Street cul-de-sac. This Landscape Condition may be modified by an action or decision by SDOT, Seattle Design Commission, Seattle City Council, or King County Arts Commission, dictating a specific treatment. Notice of any such modifications shall be communicated in writing to the undersigned DCLU Land Use Planner assigned to the project.

Unless already accomplished, the street improvements, including trees, required for this project and for MUP 2200931 shall be accomplished prior to issuance of a certificate of occupancy for the structures and uses to be created pursuant to this MUP 2105392.

Methods of vehicular access control have been discussed with both Seattle Transportation and DCLU without other major issues being identified.

4. *The conditional use shall be denied if it is determined that the negative impacts cannot be mitigated satisfactorily. However, adverse negative impacts may be mitigated by imposing requirements or conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest.*

As conditioned in this conditional use authorization, impacts of the proposal are adequately mitigated so as to protect other properties in the zone or vicinity and the public interest.

5. *In areas covered by Council-adopted Neighborhood Plans, which were adopted after 1983, uses shall be consistent with the recommendations of the plans.*

The Atlantic/Central Bus Base is part of the 1994 Greater Duwamish Manufacturing and Industrial Center Plan (MIC). Metro participated in the MIC planning process and made comments about successive draft MIC plans. Metro Transit bases are anticipated by the plan and are consistent with its recommendations.

The proposal also complies with City of Seattle Comprehensive Plan policies relating to Manufacturing and Industrial Centers. The expansion of the transit base would be an expansion of an existing use anticipated within the Comprehensive Plan.

6. *Transit vehicle bases may be permitted ... according to the following criteria:*

- a) The amount of industrial land occupied by the facility shall be minimized.

The Land Use Code and the neighborhood plan require King County Metro to demonstrate that it is using the least amount of industrial land and that it intensify its use on the site as much as possible. In building a five-story parking garage and reorganizing existing base operations, the proposed project will minimize land acquisition, minimize business displacement, and increase bus base operating capacity by 50 percent. By expanding the existing bus base and taking advantage of the existing infrastructure, Metro Transit can gain the equivalent capacity of an additional base on half the land Metro has historically needed for urban bases.

- b) To avoid disruption of the industrial function of the area, the presence of the facility shall not obstruct the operation or likely expansion of existing industrial uses.

The overall expansion project will expand into two areas recently acquired by Metro as part of the base expansion. The area east of Sixth Avenue South and west of the existing base (the East Side MUP) lies between South Royal Brougham Way and South Atlantic Street. The area west of Sixth Avenue South (the West Side MUP) is bounded by South Royal Brougham Way, the E-3 Busway, and the north side of Metro's marketing facility, approximately 500 feet north of South Massachusetts Street.

Within this area, about 25 tenants currently lease space for commercial activities involving shipping and receiving. The expansion would displace about 210 employees. Some businesses will likely relocate to other comparable manufacturing space. Other businesses may choose to terminate or move to other industrial areas. Significant displacement of industrial employment is not anticipated. King County Metro has prepared a Relocation Plan to facilitate the relocation of existing businesses. Businesses which are relocating will be provided relocation assistance to find suitable equivalent property in the greater Seattle industrial areas.

- c) The amount of land occupied by the facility that has access to industrial shorelines or major rail facilities shall be minimized.

Neither the proposed project nor the existing base will have direct access to industrial shorelines or major rail facilities, and

- d) A transportation plan may be required to prevent conflicts with nearby industrial uses.

Buses and cars entering and leaving the facility will not conflict with other nearby industrial users since bus drivers come to work very early in the morning and the buses are on their routes prior to most other activities in the area, including the A.M. peak. The buses return to the base mid-day, and in the evening, after the P.M. peak has occurred. The bus base is near the edge of the industrial area and close to major roadways, hence, industrial uses interior to the MIC will be less impacted by bus traffic than might be the case in another location. Street improvements on Sixth Avenue South should improve traffic flow and benefit businesses in the surrounding area. Given the limited amount of expected conflict with nearby industrial uses, a “transportation plan” will not be required.

DECISION – ADMINISTRATIVE CONDITIONAL USE

The conditional use application is **CONDITIONALLY GRANTED**.

ANALYSIS - STATE ENVIRONMENTAL POLICY ACT (SEPA)

This analysis relies on the SEPA Environmental Checklist for the Atlantic/Central Base Expansion, which was prepared March 2002, as well as on the technical environmental reports, and the comments and responses submitted with respect to this document. This decision also makes reference to and incorporates the project plans submitted with the project application.

The Seattle SEPA Ordinance provides substantive authority to require mitigation of adverse impacts resulting from a proposed project (SMC 25.05.655 and 25.06.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may be imposed only to the extent that an impact is attributable to the proposal, and only to the extent the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be required only when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA may be limited or unnecessary.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part that, “where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation.” Under specific circumstances, mitigation may be required even when the Overview Policy is applicable (SMC 25.05.665(D)).

Short-Term (construction-related) Impacts

Earth

Soil investigations were conducted for the site by KPFF and Shannon and Wilson. The proposed project is in a liquefaction area as defined in the Seattle Municipal Code 25.09.020, Environmentally Critical Areas. No other environmentally critical areas have been identified.

Fill material, imported from local commercial pits, will be used for foundation or pavement subgrade material, pipe bedding, and topsoil for planting areas. Preliminary estimates on quantity of fill are between 10,000 and 31,000 cubic yards.

To ensure that significant soil erosion will not occur during construction, Metro will conform to the City of Seattle Best Management Practices Manual including the following:

1. Protect excavation areas during construction by placing plastic sheeting on exposed areas;
2. Limit open excavation to the shortest time possible;
3. Protect stockpiled soil by covering it with plastic sheeting;
4. Stabilize disturbed soils exposed to surface water runoff with straw or hydroseeding;
5. Inspect catch basins in the street daily;
6. Provide temporary construction erosion and sediment control measures to be approved by DCLU and in place prior to site demolition and grading.

In addition, the applicant is required to comply with provisions of the City of Seattle Grading and Drainage Ordinance and the Washington State Department of Ecology's Stormwater Management Manual for the Puget Sound Basin.

As discussed above, the applicant will also be required to comply with the requirements of SMC 25.09 for development in any portion of the site where the soils qualify under City of Seattle definitions as "liquefaction-prone" soils to ensure that the engineering plans and construction will provide the stabilization required by SMC 25.09 and the building code.

Air

During construction, construction equipment will generate exhaust emissions. The movement of construction equipment, handling of material, and wind erosion of exposed surfaces could generate fugitive dust. These impacts should be minimal and short-term. The applicant will be required to follow Best Management Practices for construction activities required by the PSCAA, including all reasonable precautions to avoid or minimize fugitive dust emissions. Compliance with the regulations of PSCAA will be sufficient to control those short-term impacts to air.

Water

No water will be discharged to ground water. However, excavation for project construction will involve dewatering (ground water and surface water removal during some excavation activities).

During construction, accidental discharge of petroleum products, including fuels, oil, grease, hydraulic fluids and lubricants could occur during the excavation project and possibly drain into the soil. Adverse impacts would depend upon the amount, duration and location of the leakage or spill. The construction contractor will be required to undertake a number of measures to control runoff and to prevent spills or discharges. These measures include the following conditions:

1. All waste, demolition materials, and excavated soils will be transported by licensed hauler in conformance with the requirements of federal, state and local regulations. These materials will be recycled when feasible. Waste that cannot be recycled will be hauled to an approved upland landfill for disposal.
2. Erosion control measures, including the use of silt fences, silt socks and/or filter fabric, collection reservoirs and/or sediment ponds, hay bales, and rock at construction entrances, etc., will be installed prior to performing earthwork on the site and maintained in working order throughout construction.
3. The contractor will comply with the following best management practices for containment and cleanup of spillage or seepage of fuel, oil or hazardous materials during the project:
 - The contractor will keep suitable types and quantities of material, such as contained in a certified spill kit, as well as containers for collecting and covering spills at the site, throughout construction.
 - The contractor will keep equipment of a type and quantity available to contain potential spills from entry into storm drains. The contractor will retain any spill until it is cleaned up or help arrives.
 - In case of an accidental spill, emergency response procedures will be posted at the site and will be followed.
4. Equipment shall be kept in operable, safe and leak-proof condition in order to prevent accidental releases of oil from the equipment.
5. In the event of an accidental spill of fuel or other substance, immediate response will be available by a qualified cleanup contractor.

The applicant shall make the foregoing condition requirements of the construction contract for this project.

Environmental Health

King County conducted Phase I and II Environmental Site Assessments (ESAs) on all the properties acquired as part of the expansion, on both sides of Sixth Avenue South. The properties are listed in the SEPA Checklist, Figure 3. Previous business activities that occurred on properties discussed in the ESA include paper manufacturing, machining, chemical manufacturing, and film processing.

During construction, construction vehicles and equipment would use fossil fuels and petrochemical-based lubricants. Therefore, there is potential for small spills to occur onto soil. Asbestos may be present in the vinyl flooring and mastic, and in roofing and pipe insulation in some of the small buildings to be demolished on site.

The contractor shall comply with the following best management practices for possible spills during construction, other than erosion and sedimentation control:

1. All hazardous materials shall be provided with waterproof labeling. Materials should be used in well-ventilated areas whenever possible and with appropriate worker protection. All empty containers shall be disposed of according to applicable environmental regulations.
2. High pressure and/or high temperature water washes or steam cleaning may be employed to wash heavy equipment on site. No solvents or thinners would be used for this cleaning. Washing detergents may be used and wash water discharged into sanitary sewers so long as limits set by Metro are not exceeded. Degreasing solvents used on parts shall be reused and/or recycled, but may not be discharged into sewers.
3. A spill control plan will be required in contract specifications for the project. The spill control plan will be implemented and a responsible person identified. The list of agencies to be notified and a summary of the clean-up plan will be clearly posted on site. Specific cleanup instructions will be identified for different materials.
4. Washout from concrete trucks will be disposed of into a slurry pit or other area where the washout can harden and be broken for removal. Washout will not be allowed to enter the sewer or storm drain. Runoff from spray washing of concrete to exposed aggregate will be diverted to a sump or sediment trap and not allowed to enter adjacent public streets or sidewalks.

Noise

The existing sound environment in the project area is dominated by traffic noise. The predominant sources of ambient noise include traffic noise from roadways, railroad operations noise, and noise from industrial businesses. Excavation and other construction activities will generate short-term noise. This noise will generally be noticeable only within the construction site due to the high levels of background noise. No sensitive noise receptors such as residences or sensitive commercial uses are close to the project.

Given the types of equipment expected to be used, the ambient noise environment, and the absence of sensitive noise receptors within the near vicinity, conditioning to impose limits beyond those provided by the Seattle Noise Ordinance is not warranted.

Historic and Cultural Preservation

Site information does not suggest the potential for archeologically significant resources. Should any archaeological resources be encountered during excavation, the project will have to comply with Chapters 27.34, 26.53, 27.44, 79.01 and 79.90 RCW and Chapter 25-48 WAC, as applicable. It is reasonable to require a condition that the project applicant or owner make compliance with these statutes and regulations provision of any construction contracts related to excavation, and comply with the process in Appendix A to Director's Rule 2-98, should any archaeological resources be encountered during excavation.

No known, special pre-contact use of the site by Native Americans has been identified. The project site lies in the Duwamish Tidelands, which was filled in to prepare for railroads and industry.

Project studies include a historic resource inventory and assessment study completed for the project, Atlantic/Central Base Expansion Project Historic Resource Technical Memorandum, prepared by Entrix Inc. (principal authors Kimberly Demuth and Marcia Montgomery), Seattle Washington, January 9, 2002. The study concludes that none of the buildings within the project footprint meet historic eligibility requirements under pertinent Federal, State or local law. Documented Federal and State concurrence with the historic resource inventory has been obtained. The City's Historic Preservation Officer has reviewed the project historic resource inventory and assessment and concurs with its conclusions regarding the absence of buildings or structures within the project footprint that meet historic resource or landmark eligibility criteria.

Transportation and Parking

Excavated soils will be used on-site as structural fill to the extent possible, with the remainder to be disposed of off-site. Delivery of construction materials to the site during the construction phases will also require truck trips to the site.

It is the City's policy to minimize or prevent temporary adverse impacts associated with construction activities. Here, truck traffic to the site would not be required to travel through nearby residential neighborhoods. Even so, uncontrolled truck traffic to the site could have adverse impacts to traffic. Accordingly, as a condition of project approval, the applicant will be required to submit to DCLU a construction phase transportation plan that addresses ingress and egress of construction equipment and truck trips to the site. The goal of the plan will be to specify haul routes and times that minimize adverse impacts on residential areas and/or at area intersections, especially during the A.M. and P.M. peak periods (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.). Compliance with the construction phase transportation plan shall be included as a requirement of all construction contracts.

Long-Term Impacts

Earth

After the buildings are fully constructed and landscaping of the site is complete, impacts to earth should not be significant. Ongoing compliance with the operational requirements of the City of

Seattle Grading and Drainage Ordinance is expected to be sufficient to mitigate any long-term, potential significant adverse impacts to earth.

Water

Stormwater from re-developed areas of the site will be collected, treated, detained and released in conformity with the Seattle Stormwater, Drainage and Grading Control Ordinance before being discharged to a combined sewer and sent on the West Point Sewage Treatment Plant. As a result, the overall quality and flow rates of stormwater entering the local stormwater conveyance system would improve. No SEPA conditioning is necessary for long-term water quality impacts.

Energy and Natural Resources

The project will be designed to comply with the Washington State Energy Code and the Washington State Ventilation and Indoor Air Quality Code, as well as other state and City energy code requirements. Energy/heat loss calculations will be provided to the City of Seattle as required for mechanical permit submittals. No long-term significant adverse impacts to energy or natural resources are anticipated.

Noise

The potential environmental noise impacts related to the project were considered based on screening criteria applied by the Federal Transit Administration (FTA). Because there are no noise-sensitive receivers such as residences or sensitive commercial uses within the FTA screening distance, it is concluded that no conditioning of on-going noise impacts from the project is necessary.

Land Use

The current zoning of the site is General Industrial 2 (IG2). The IG2 zone allows a broader range of uses where the industrial function of an area is less established and where additional commercial activity could improve employment opportunities and the physical condition of the area, without conflicting with industrial activity.

Height, Bulk and Scale and Views

The two new buildings and the building addition range in height from 20 to 40 feet. The parking garage is approximately 50 feet in height. The smaller buildings are also relatively small in footprint and present little potential height, bulk and scale impact.

The project would not alter or obstruct views from any SEPA protected vantage point.

Light and Glare

The primary source of light and glare would come from the buses and other transit vehicles, employee vehicles and site lighting. Vehicle activity would be the greatest between 6:00 A.M. and 8:00 P.M.

Site lighting is designed to minimize sky glow and impact off the site. Lighting will be shielded and focused downward. King County will select lighting which conserves energy. Although nearby businesses would be able to see the glow produced by the lamps, no further mitigation is warranted pursuant to SEPA policies.

Transportation and Parking

The Atlantic/Central Base Expansion Project Transportation Technical Memorandum documents transportation impacts associated with the proposed project. An executive summary of the memorandum is included as Appendix A of the SEPA checklist.

There are many changes in transit service and operations proposed for the vicinity that would occur with or without the proposed action. The nearby Ryerson Base will be expanded (reviewed as a separate project action), transit routes will change in response to roadway changes associated with the SR-519 project, and the future construction of the Link Light Rail project could increase transit service and layover south of the downtown bus tunnel.

The planned improvements of Sixth Avenue South between South Royal Brougham Way and the South Atlantic Street cul-de-sac will provide bus layover space on both sides of the roadway plus three lanes, two for north-south travel and one for left turns.

The project is expected to reduce overall peak hour traffic in the vicinity of the base. This is because most new trips generated by the base expansion would occur outside of the peak commuter periods, and the expansion would displace businesses that currently create peak hour traffic. In addition, changes in travel patterns will occur because many of the new base trips will be routed to existing driveways on South Royal Brougham Way, Airport Way South and South Massachusetts Street, while displaced trips will be eliminated from existing routes, primarily Sixth Avenue South. Slight increases in peak hour traffic (less than 20 new trips) are forecast along Airport Way South.

The proposed parking garage, located on the west side of Sixth Avenue South, will provide parking for Metro employees, primarily bus drivers. Many of these employees arrive at the base to drive the first shift of buses. It is not possible for these employees to commute by transit since most routes are not in service when they arrive at the base.

The existing Atlantic/Central Base has 410 parking spaces for employee and non-revenue vehicle parking. Employees also use on-street parking adjacent to the E-3 Busway. Parking at Ryerson Base, approximately 171 spaces, will be displaced by the SR-519 Ramp Reconfiguration Project and the Ryerson Base Bus Parking Expansion Project.

At full employment, in 2020, operation of the expanded base would generate approximately 3,550 trips, both existing and new, per day. However, the proposed project would displace existing business and employee traffic of the private light industrial space currently located where the base expansion is proposed. As a result, approximately 1,111 daily trips would be eliminated. The proposed project would result in a net increase of 118 daily trips. Again, these trips tend to be non-peak because bus drivers are on the road in buses during peak periods.

Metro King County already administers a Transportation Management Plan (TMP) for the Atlantic/Central Transit Base workers, as it does for all its workers. Because this project to expand the base will add some worker traffic to already congested streets and highways, this project too will be conditioned to adhere to the existing TMP provisions.

DECISION - SEPA

This application is **APPROVED WITH CONDITIONS**.

The Director has determined, based on the above analysis that the following conditions are reasonable and shall be imposed pursuant to SEPA and SMC Chapter 25.05 (Environmental Policies and Procedures).

CONDITIONS - SEPA

As indicated in the text of the Decision above, the following conditions apply to this Master Use Permit decision.

Prior to Issuance of Construction Permits

1. The applicant must provide to the City a drainage control plan and soil erosion plan for construction that complies with the provisions of the City of Seattle Grading and Drainage Ordinance and the Washington State Department of Ecology's Stormwater Management Manual for the Puget Sound Basin. The applicant must ensure that compliance with the drainage control plan and soil erosion plan will be included as a requirement of construction contracts for the project.
2. The applicant must ensure that compliance with the measures listed below concerning runoff and spill prevention will be included as a requirement of construction contracts for the project.
3. Prior to commencement of construction, the applicant will submit to DCLU a construction phase transportation plan that addresses ingress and egress of construction equipment and truck trips to the site. The goal of the plan will be to specify haul routes and times that minimize adverse impacts on residential areas and/or at area intersections, especially during the A.M. and P.M. peak periods (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.). Compliance with phase specific transportation plans shall be included as a requirement of all construction contracts.

During Construction

4. A drainage control plan and soil erosion plan must be complied with during construction.
5. Applicant's geotechnical engineer shall observe the excavation and construction of footings at that portion of the site subject to the City's Environmentally Critical Area

regulations. The engineer will provide a letter to DCLU that the engineered plans for those areas will provide the stabilization required by SMC 25.09.080.

6. The applicant and its construction contractor will be required to undertake measures to control runoff and to prevent spills or discharges. These measures will include the following five conditions:

- a) All waste, demolition materials, and excavated soils will be transported by licensed hauler in conformance with the requirements of Federal, State and local regulations. These materials will be recycled when feasible. Waste that cannot be recycled will be hauled to an approved upland landfill for disposal.
- b) Erosion control measures, including the use of silt fences, siltsocks and/or filter fabric, collection reservoirs and/or sediment ponds, hay bales, and rock at construction entrances, etc., will be installed prior to performing earthwork on the site and maintained in working order as long as necessary throughout construction.
- c) The contractor will comply with the following best management practices for containment and cleanup of spillage or seepage of fuel, oil or hazardous materials during the project:
 - The contractor will keep suitable types and quantities of material, such as contained in a certified spill kit, as well as containers for collecting and covering spills at the site, at the site throughout constructions.
 - The contractor will keep equipment of a type and quantity available to contain potential spills from entry into storm drains. The contractor will retain any spill until it is cleaned up or help arrives.
 - Emergency response procedures will be posted at the site and will be followed in case of an accidental spill.
- d) Equipment shall be kept in operable, safe and leak-proof condition in order to prevent accidental releases of oil from the equipment.
- e) In the event of an accidental spill of fuel or other substance, immediate response will be available by a qualified cleanup contractor.

7. Any trees that will remain in, or adjacent to the construction area shall be protected with the following conditions:

- a) Prior to commencement of site work, fencing should be erected at or beyond the drip line of the trees to remain.
- b) No parking of construction vehicles, stockpiling of materials or circulation routes should pass through the protected areas.

- c) Any roots exposed during excavation activities should be treated and covered with wet burlap to help prevent drying out until recovered with soil.
- 8. In addition to any provisions of the erosion and drainage control plan, the following best management practices for possible spills during construction shall be followed:
 - a) All hazardous materials shall be provided with waterproof labeling. Materials should be used in well-ventilated areas whenever possible and with appropriate worker protection. All empty containers shall be disposed of according to applicable environmental regulations.
 - b) High pressure and/or high temperature water washes or steam cleaning may be employed to wash heavy equipment on site. No solvents or thinners shall be used for this cleaning. Washing detergents may be used and wash water discharged into sanitary sewers so long as limits set by Metro are not exceeded. Degreasing solvents used on parts shall be reused and/or recycled, but may not be discharged into sewers.
 - c) A spill control plan will be required in contract specifications for the project. The spill control plan will be implemented and a responsible person identified. The list of agencies to be notified and a summary of the clean-up plan will be clearly posted on site. Specific cleanup instructions will be identified for different materials.
 - d) Washout from concrete trucks will be disposed of into a slurry pit or other area where the washout can harden and be broken for removal. Washout will not be allowed to enter the sewer or storm drain. Runoff from spray washing of concrete to expose aggregate will be diverted to a sump or sediment trap and not allowed to enter adjacent public streets or sidewalks.
- 9. Compliance with the provisions of Chapters 27.34, 26.53, 27.44, 79.01 and 79.90 RCW and Chapter 25-48 WAC, as applicable, shall be made a provision of any construction contracts related to excavation. Should any archaeological resources be discovered during excavation for the project, the applicant shall comply with the process set forth in Appendix A to Director's Rule 2-98. A copy of Director's Rule 2-98 shall be provided to excavation contractors.

For the Life of the Project

- 10. The current King County Metro Transportation Management Plan (TMP) and subsequent revisions will apply to new elements of the transit base. The TMP and subsequent revisions will continue to apply to base employees. Elements of the current TMP are detailed below:
 - a) Free Employee Bus Passes. King County employees with leave and insured benefits are eligible for free service on Metro, Community Transit, Pierce Transit and Sound Transit by using their employee photo ID/bus pass.

- b) Vanpool Subsidy. Employees who start or join a vanpool with five to fifteen commuters are eligible to receive \$45 per month toward the vanpool fare.
- c) Carpool/Bike/Walk Incentives. Employees with leave and insured benefits can earn a monthly \$20 Commuter Bonus Plus Voucher if they work outside of downtown Seattle (the base is outside downtown by King County's definition) and carpool, bike or walk to work more than 50% of their total workdays and commute miles per month. Currently, the vouchers can be used at AAA, Brown Bear Carwash, Flexcar, REI, YMCA or Union 76.
- d) Bike to Work. The base has bike racks and shower facilities available for employees who commute by bicycle.
- e) Ridematching. King County maintains a Regional Ridematch program to match potential carpool and vanpool partners.
- f) Home Free Guarantee. Employees with leave and insured benefits can use a taxicab to get home fast in the event of an unexpected emergency. Up to eight rides per year are provided under this program.
- g) Employee Transportation Coordinator. Each base has an assigned Employee Transportation Coordinator to assist employees with the above benefits.

CONDITIONS – ADMINISTRATIVE CONDITIONAL USE

To Be Shown On MUP and Building Plan Sets and Created On-Site

- 11. The following elements of landscaping and screening conditioning are required:
 - A. Curbs, sidewalks and street trees will be established to City of Seattle Standards along all street facing frontages of the project site;
 - B. The following elements of landscaping and screening conditioning are required:
 - A. Curbs, sidewalks and street trees will be established to City of Seattle Standards along all street facing frontages of the project site;
 - B. A three-foot landscaped buffer shall be created immediately outside of the Atlantic/Central Bus Base fence line and within the ROW along South Royal Brougham from Airport Way to 6th Avenue South and along 6th Avenue South from Royal Brougham to the vacated Atlantic Street cul-de-sac. This Landscape Condition may be modified by an action or decision by SDOT, Seattle Design Commission, Seattle City Council, or King County Arts Commission, dictating a specific treatment. Notice of any such modifications shall be communicated in writing the DCLU Land Use Planner assigned to the development.

12. Unless already accomplished, the street improvements, including trees, required for this project and for MUP 2200931 shall be accomplished prior to issuance of a certificate of occupancy for this structures and uses to be created pursuant to this MUP 2105392.

Signature: (signature on file) Date: March 17, 2003

Scott Kemp, Senior Land Use Planner
Department of Design, Construction and Land Use
Land Use Services

SK:rgc

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